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SNOW DRIFT COSTS NEW YORK MILLIONS

JUVENILE MANHATTAN RED HOT—CONSUMPTION TO BE FOUGHT AS EPIDEMIC.

NEW YORK, Feb. 26.—Recent exposures in regard to snow removal have revealed the startling fact that this article is more expensive here than anywhere else in the world; that it is indeed one of the city's most expensive luxuries. Of late years the cost to the city of this commodity, which officially is regarded as anything but beautiful, has been going up by leaps and bounds. Last year the cost of removing one inch, that is half an hour's fall, was \$17,000, a figure which caused all sorts of unpleasant comment and criticism. This year, however, the cost has increased more than three hundred percent, as a result of which the cost of removal up to date has been \$38,700 an inch, and this too in view of the fact that the city has at no time as yet had any large snowfall. Figured at this rate one day's fall in a good sized storm might cost the city nearly a million dollars for its removal, to say nothing of the additional loss in other fields which might well double that sum. Figured on a snowfall equal to that of last winter, that is, thirty-two inches, the cost of removing it under present conditions would amount to \$1,858,400 compared to \$551,304 twelve months ago. Much of this surprising cost, it is asserted, is due to graft and improper methods, under which contractors are paid so much for each cubic yard of snow delivered at the dumps on the river fronts. Under this system each cart is supposed to bear a letter showing its capacity. It is asserted, however, that contractors whose carts have been in use, and the checkers at the dumps by whom checks on the city are issued for the yardage delivered have been in collusion, with the result that the driver of a cart containing two cubic yards of snow received a check calling for payments of three yards, and so on. The additional

amounts thus fraudulently charged to the city, it is asserted, have resulted in one of the easiest forms of graft since the Tweed days. Altogether the city does not relish the arrival of snow any more than it does the distinction of paying more for that article than commonly looked upon as free, than any other city in the world.

With the Fourth of July still more than four months away, young America, so far as this city is concerned, is filled with gloom, for according to the edict which has just gone forth Independence Day—the glorious fourth—will not be glorious at all this year. Instead the city will have what may be termed a denatured celebration in which only the youthful capitalists of the city will be able to participate. Practically New York will have no Fourth this year, and as a result the man who is responsible for the innovation—that is, Fire Commissioner Hayes—could not be elected to the office of dog catcher as far as the juvenile vote is concerned. The whole sad situation is due to the ruling that no fireworks shall be sold in this city between June 10 and July 10. In other words, only those elect few who are able to import explosives in the shape of firecrackers, bombs and the like or to tie up the capital invested in them for nearly a month, will be able to celebrate. Nine boys out of every ten in this city who celebrate the Fourth in the old-fashioned way obtain the materials for so doing only a day or two in advance by means of money earned in any possible way during the few preceding days. To require them to lay in their supply of firecrackers a month ahead, and thus tie up their capital, is to bar them from celebrating the Fourth. This, however, nefarious as it may seem, is just what Commissioner Hayes has, in mind, for strangely enough he has figured out that it will be easier and cheaper to prevent the usual crop of Fourth of July fires than to fight them. So unless the cruel edict is revoked the Fourth this year will resound not with the racket of firecrackers and cannon, but with the heart broken howls of the children participating in the city's first noiseless Fourth.

That tuberculosis should be fought by the same rigorous municipal action that would be taken to combat an outbreak is the statement with which medical experts have startled New York and which is now being seriously discussed. Such action and the continuance of experiments upon animals to learn additional facts regarding the disease which causes approximately one death in every ten is declared to be the only hope of successfully coping with it. This phase of the subject has been called to public attention by Dr. Herman M. Biggs, general medical officer of the city's health department, who is responsible for the elaborate measures already adopted here to combat the spread of the Great White Plague. "I regard it as the duty of every municipality," he says "to look upon tuberculosis officially as an infectious and communicable disease, dangerous to the public health, which must be stamped out. Tuberculosis, long recognized as one of the most fatal diseases to which the human race is subjected, was formerly considered as inherited and unpreventable. Animal experimentation, however, showed that it is not inherited but that it is communicable and therefore preventable. I believe that further research in the field of animal experimentation should earnestly be encouraged and not hampered, if we hope eventually to conquer the disease. It is only by this means that a specific treatment may ultimately be discovered as has been the case in diphtheria."

Anyone who can satisfactorily answer the question as to when a camel is not a camel will be conferring a boon on the scientists of this city who delight in the study of evolution. The question is not a riddle, but a matter of violent debate, in no way related to the conundrum which inquires as to when a door is not a door. The answer is not nearly so



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LARGE AMOUNT OF TIE MATERIALS USED

NO SUBSTITUTE HAS YET BEEN FOUND TO TAKE THE PLACE OF WOOD.

WASHINGTON, D. C., Feb. 27.—That the humble railroad tie is a most important factor in the material development of the country is a great truth that is little understood by people outside of railroad circles. The puffing engine that speeds at the rate of a mile or more a minute over the country is a slave to the two steel rails that insure a smooth and safe road, and these rails in turn depend on the old-fashioned wooden cross-tie which holds them in place.

Yankee invention has not yet found a substitute which has induced the railroads to give up wood, although experts say that the day will surely come when the country's forests will no longer be called upon to supply demand for ties. Up to the present time it seems that no other material has been found which has the resiliency of wood and which at the same time causes less wear and tear on the rails, fastenings, and roadbed.

The country's railroads during the last three years used 110,000,000 to 150,000,000 of sawed and hewn ties a year. The ideal tie timber is white oak, which combines the qualities of durability, hardness, strength, and close grain. It is not only excellent for ties, but is widely used in ship building, for general construction, in cooerage, in the manufacture of carriages, for agricultural implements, interior finish of houses, and for furniture. On account of this wide use, the supply has been greatly reduced and some of the railroads have been forced to pay almost prohibitive prices for ties, or to substitute other and cheaper woods to replace the white oak ties rapidly disappearing from their lines.

Over 40 per cent of the ties recently purchased by the railroads of the country are oak, according to latest statistics of United States Forest Service. Cross-ties of Southern pine formed somewhat less than 25 per cent. Douglas fir ties ranked third,

LARGE AMOUNT OF TIE MATERIALS USED

with approximately 10 per cent of the total. Naturally the proportion of these two timbers will increase as the supply of oak dwindles. This is also true of cedar, chestnut, cypress, western pine, tamarack, hemlock, and other trees which are coming into the market as tie timbers.

Cedar, which is very durable, has been extensively used to take the place of white oak for ties, but it is so soft that it is readily cut by the rails. This necessitates the use of tie plates and other protective devices when cedar ties are used. As the supply of cedar is also running short, it is necessary for the railroads to seek further for new tie timber. One of the woods which has all the requisites of a good tie, with the exception of durability, is the beech.

A beech tie generally consists largely of sapwood, which partly accounts for its lack of durability, but, on the other hand, allows a thorough and easy preservative treatment. In Germany and France, beech ties have been successfully preserved from decay, and are used very extensively. Beech is found widely distributed throughout the eastern part of the United States, and at the present time is comparatively cheap and abundant. If, therefore, the railroads whose lines are located in the regions where beech is abundant can make use of this wood, treated with some suitable preservative, another source of supply of tie timber will be opened up.

Stumpage values have been increasing so rapidly during the last few years that many railroads have found it necessary to modify their timber policy, and they yearly apply preservatives to a greater number of ties and to more kinds of wood. Substitute woods naturally vary with different sections of the country, but in most cases they lack the two essential qualities found in white oak, namely, resistance to mechanical wear and to decay. Experience proves that wear can be successfully retarded by the use of tie plates and other mechanical devices, and decay can be postponed by the application of proper preservatives. The new conditions have made it necessary for many railroad companies to meet the problem of preservation by establishing treating plants at central points of distribution along their lines.

simple—in fact as yet no answer at all has been found, and its final achievement is likely to result in all sorts of scientific recrimination. The whole matter takes its origin from a statement recently made by Professor Loomis before a scientific meeting at the Hotel Astor that the camel as we know it today is of American and not Asiatic origin. He explained, as a result of his investigation in the southwest, that the animal in question began its existence in this country some three million years ago, as shown by fossil remains. In support of his argument he exhibited specimens of the alleged camel varying from the size of a jack rabbit, and having four toes and no sign of a hump up to larger specimens of a later period with horns resembling small antelopes more than anything else. Unfortunately for America's claim to the first camel as advanced by Professor Loomis, various scientists have risen up and asserted that the specimens which he held to be prehistoric camels were nothing more than prehistoric rabbits and antelopes. Back of them is the support of the laymen who argue that an animal that resembles a rabbit more than anything else was just as much a rabbit three million years ago as now, and that the antelope sized specimens were antelopes especially in view of the fact that camels never had any horns. So the question, which promises to divide scientists into two camps still remains. When is a camel not a camel? The answer given by those who disagree with Professor Loomis is—when it is a rabbit or an antelope.

MOB SEEKS VENGEANCE.

NEW YORK, Feb. 26.—An angry mob seeking to avenge the death of a five year old boy who was killed by a Madison Avenue Street car in Harlem last evening, attacked the motorman and conductor, smashed the windows of the car and were threatening a lynching when the police reserves arrived and charged with their night sticks and revolvers. The victim was Nathan Sadak, who was struck while attempting to cross the track in front of his father's store. When the motorman and the conductor had been arrested on a technical charge of homicide a jeering crowd followed them all the way to the police station.

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